

education, or search fruitlessly for decent-paying jobs. The CAP agencies of Vermont never forget the realities in which we all live. They know that there are people who can benefit from the help of the government programs established by Roosevelt and Lyndon Johnson, programs begun in times when it was the purpose of government to serve all Americans—and not just wealthy Americans. The CAP agencies, and those who work for them, do much to help tens of thousands of Vermonters live the life that should be theirs, a life free from hunger, homelessness, hopelessness and want.

So after 40 years of hard and extraordinarily important work by those who work for and sustain the CAP agencies, let me say on behalf of all the citizens of my state: Congratulations on what you have done! All of us in Vermont are richer for the community you have built and sustained.

A PROCLAMATION HONORING MR.
AND MRS. BOCEK

HON. ROBERT W. NEY

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 3, 2005

Mr. NEY. Mr. Speaker:

Whereas, Joseph and Audrey Bocek were united in marriage January 9, 1953, and are celebrating 52 years of marriage; and

Whereas, Joseph and Audrey Bocek have dedicated their lives to each other; and

Whereas, Joseph and Audrey Bocek have illustrated the love and commitment necessary to live a long and beautiful life together.

Therefore, I join with the residents of Toronto, and the entire 18th Congressional District of Ohio in congratulating Joseph and Audrey Bocek as they celebrate their 52nd Wedding Anniversary.

KENNETH B. CLARK

HON. ELIOT L. ENGEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 3, 2005

Mr. ENGEL. Mr. Speaker, I rise today to pay honor to Kenneth B. Clark, an educator and psychologist who spent his life working to improve the lives of African-American children. It is Clark's pioneering research on the detrimental effects of racial segregation in schools that was cited by the Supreme Court in the landmark 1954 ruling, *Brown vs. Board of Education*.

Clark was born in the Panama Canal Zone in 1914 and, at age 5, moved with his family to a tenement in New York City to pursue the American Dream. Clark eventually earned his Masters degree from Howard University. Clark went on to become the first African-American to earn a doctorate in psychology at Columbia and also the first to hold a permanent professorship at the City College of New York. While teaching psychology at City College, Clark developed an interest in the effects of segregation on children and conducted his famous study on school segregation. This study demonstrated how racial segregation marred the development of black students and eventually influenced the landmark Supreme Court case.

After his professorship, Clark continued his work for children and became the first African-American to join the New York State Board of Regents, and again the first African-American to serve as president of the American Psychological Association. He belonged to a number of other prestigious organizations including the New York Urban Development Corporation, the Society for Psychological Studies of Social Issues, and Phi Beta Kappa. He founded Harlem Youth Opportunities Unlimited and, with his wife Mamie Phillips, formed what became the North side Center for Child Development.

After retiring from the Board of Regents, Clark began his own consulting firm in my district, in Hastings-On-Hudson, New York. Kenneth B. Clark and Associates assists corporations with racial policies, affirmative action, and other minority hiring programs. Clark wrote many books, including "Prejudice and Your Child" and "Dark Ghetto" and was awarded many honors for his life's work.

Clark dedicated his life to improving racial equality and never abandoned his belief in the importance of equal access to education, regardless of race. His free thinking and steadfast commitment to this racial equality will sorely be missed.

INTRODUCTION OF AIR CARGO
SECURITY ACT

HON. EDWARD J. MARKEY

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 3, 2005

Mr. MARKEY. Mr. Speaker, more than three and a half years after the September 11th attacks, gaping loopholes in our country's homeland security continue to put Americans at risk of another devastating attack. The Department of Homeland Security's former Inspector General Clark Kent Ervin testified recently before the Homeland Security Subcommittee on Management, Integration, and Oversight. Mr. Ervin told the Subcommittee that: "Even in the area where the most time, attention, and resources have been invested—aviation security—serious vulnerabilities remain."

One of our most dangerous vulnerabilities is the failure to screen 100 percent of the cargo that is carried on passenger planes and all-cargo aircraft. Every time we fly, we wait in security lines, empty our pockets, remove our shoes, walk through metal detectors, and have our baggage inspected. We do not complain much—after all, we are told that this is required to keep our planes secure—and we accept that. But what many people do not realize is that every time commercial cargo is loaded onto the very same passenger planes or placed on aircraft that transport only cargo, almost none of it is ever inspected at all.

The security risk created by unscreened cargo is not just theoretical: Pan Am Flight 103 was brought down in 1988 over Lockerbie, Scotland by a bomb contained in unscreened baggage, and Air India flight 182 was downed in 1985 off the coast of Ireland by a bomb placed in unscreened luggage.

Uninspected freight on all-cargo carriers also poses a serious danger. Last summer, the 9/11 Commission reported that Al Qaeda operative Zacharias Moussaoui's terrorist plans included "buying four tons of ammonium nitrate for bombs to be planted on cargo

planes." Ammonium nitrate is the same chemical compound that Timothy McVeigh used to kill 168 innocent men, women and children at the Alfred P. Murrah Federal Building in Oklahoma City 10 years ago. Less than two years ago, a young man shipped himself undetected aboard a cargo plane from New York to Texas. We were lucky he was just a lonely twenty-something, not a terrorist.

It is long past the time when we should have adopted a policy that subjects cargo on passenger and all-cargo aircraft to the same level of screening that is performed daily on passengers' checked and carry-on luggage.

Today, Representative CHRISTOPHER SHAYS (R-CT) and I are introducing the Air Cargo Security Act to require the Secretary of Homeland Security to establish and begin implementing a system to inspect all the cargo transported on passenger planes and all-cargo carriers, so that this cargo is subject to the same level of scrutiny as passengers' luggage. Our legislation also includes additional measures to close the cargo loophole, such as: a mandate that the Secretary of Homeland Security establish systems to inspect cargo using equipment, technology and personnel that meet, at a minimum, the same standards established to inspect passenger baggage; a requirement that the Secretary of Homeland Security monitor and evaluate the research and development of effective cargo screening technologies; establishment of a system of regular inspection of shipping facilities for shipments of cargo to ensure that appropriate security controls and systems are observed, both at facilities inside the U.S. and abroad; a directive that the Secretary of Homeland Security report to Congress on the number of cargo shipping facilities that have been inspected, the number of facilities that have failed to comply with security controls, and the number of agreements concluded with foreign aviation authorities to ensure that regular inspections are conducted for cargo transported to the United States; and creation of a training and evaluation program for cargo handlers to improve the security ensure that cargo is safeguarded from security breaches.

The House has voted overwhelmingly—by votes of 278 to 146 and 347 to 47—to require 100 percent screening of cargo carried on passenger planes. The airline industry and the Bush Administration strenuously objected to the 100 percent screening mandate, and the Senate ultimately dropped it from the final version of the Department's FY04 appropriations bill. Last year, the House narrowly defeated our 100 percent screening amendment after strong opposition from the airline industry.

The experts who are our aviation system's "eyes and ears"—namely, the pilots and flight attendants who work aboard aircraft every day—have endorsed the Air Cargo Security Act. The Coalition of Airline Pilots Associations (CAPA), which represents 22,000 pilots at American Airlines, Southwest, AirTran and other airlines, and the Association of Flight Attendants, with its 46,000 members, have endorsed this important legislation. Since introducing similar legislation last year, I have addressed the concerns of the Air Line Pilots Association (ALPA) by including all-cargo carriers under the 100 percent cargo screening mandate and providing for federal appropriations to implement this mandate. When I offered the Air Cargo Security Act as an amendment during the committee mark-up of the Homeland

Security Department's FY06 authorization bill, ALPA supported my amendment.

While last year's appropriations bill for the Department and the 9/11 reform implementation act included funding for cargo screening R&D, additional cargo inspectors, and related provisions, these measures do not go far enough.

TSA currently handles the screening of cargo carried on passenger planes by using a process it calls the "Known Shipper Program." The Known Shipper Program requires only paperwork to be filed, but no screening to be done. Mail and packages weighing less than 16 ounces are not even subject to the paperwork check—they are loaded straight onto the plane without even a perfunctory paper check! When it comes to freight on all-cargo carriers, inspection is the exception, not the rule—only a tiny portion is physically inspected before loading onboard. TSA now requires air carriers to conduct random inspections of cargo that are randomly verified by TSA—but this still results in almost none of the cargo on passenger planes being physically inspected for explosives or other dangerous materials. TSA is unable to inform us of how many cargo inspections are performed by the air carriers because the air carriers do not have to report to TSA the number of cargo inspections they conduct.

Some have argued that the technology to screen 100 percent of cargo is not available. But there are numerous companies that are currently selling technology that is being used to screen cargo, including American Science and Engineering; L3 Security and Detection Systems; and Raytheon CargoScreen. Some have argued that 100 percent screening is not technically feasible. But countries including Israel, the United Kingdom, and the Netherlands routinely screen cargo. Moreover, Logan Airport in Massachusetts, which has been conducting a cargo screening pilot program, reported in February that "100 percent of all air cargo on all types of aircraft is technically possible." According to Massport, which is responsible for the operation of Logan Airport, a federal mandate to screen 100 percent of cargo and a funding mechanism to distribute cost among the major players involved are required. The Air Cargo Security Act provides this mandate and authorizes the appropriations needed to accomplish it.

Some have argued that the Known Shipper Program is enough to assure the security of cargo. The Known Shipper Program is dangerously flawed and easily exploited. TSA has admitted that it has not audited most of the so-called known shippers in its database, and packages weighing less than 16 ounces are not even subject to the Known Shipper Program, even though the bomb that brought down Pan-Am Flight 103 contained less than 16 ounces of explosive!

I urge my colleagues to support the Air Cargo Security Act and close a dangerous loophole that puts our Nation at risk.

CELEBRATING ASIAN PACIFIC AMERICAN HERITAGE MONTH

HON. JIM McDERMOTT

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 3, 2005

Mr. McDERMOTT. Mr. Speaker, I rise to honor the contributions made by Asian Pacific

Americans. May is Asian Pacific American Heritage Month and a time when every American should acknowledge the important role of Asian Pacific Americans in building our great nation.

The 7th Congressional District in Washington State, which I represent, is home to more than 78,000 Asian Americans, the largest minority group in the district comprising over 13% of the population. Today, Seattle is home to a rich and ethnically diverse cultural weave of Japanese, Asian Indian, Korean, Chinese, Filipino, Cambodian, Laotian, Hmong, Vietnamese, Pacific Islanders and other Asian Americans.

The 1880 U.S. Census records the first resident of Japanese descent in the state of Washington. Over the next 150 years, Asian Americans contributed to our state and nation in many ways. In 1963, Wing Luke became the first Chinese American elected to the Seattle City Council, and today a museum is named in his honor. There were other triumphs: Ruby Chow was the first Chinese American woman elected locally and Gary Locke was the first Chinese American elected Governor. Many Asian Americans serve today in the Washington State Legislature, other local elected offices, key leadership roles in civic organizations, business and industry.

Asian American role models come from all walks of life. Like other ethnic populations, Asian Americans had to persevere against prejudice, racial injustice and discrimination. When they immigrated, they worked in the mines and Alaskan canneries, logged the forests, were the first non-Native fishermen, and farmed the land. Up until World War II, Japanese Americans supplied nearly three-quarters of western Washington's fruits and vegetables.

The war marked a turning point. Internment camps, including one near Seattle, were a stain on America's conscience and it took four decades before we acknowledged the mistake, and the suffering inflicted on thousands of innocent Asian Americans. We learned a lot during World War II, about the courage and patriotism of Asian Americans, and about our own shortcomings in letting fear overtake reason at a time of world conflict. In a small but important way, naming a federal courthouse in Seattle after William Nakamura, a Japanese American Medal of Honor winner, was a statement about America being stronger because of Asian Americans.

In Seattle, we proudly celebrate Asian Pacific American culture and heritage, from the Vietnamese Tet in Seattle Lunar New Year celebration to other local cultural festivals. We also honor Asian Pacific Americans by preserving the ethnic heritage of our citizens. Places like the Wing Luke Asian Museum, the Seattle Asian Art Museum, the Filipino American National Historical Society, and Densho: The Japanese American Legacy Project keep us in touch with the roots of our neighbors. These wonderful resources proudly recall the past and proudly inspire the future.

By celebrating Asian Pacific American Heritage Month, we honor the spirit of America as a nation of immigrants. By honoring Asian Pacific Americans, we honor Americans from every ethnic background. This celebration reminds us that America is a melting pot where we retain our ethnic heritage even as we assimilate the American experience. It is what makes America strong. It is what makes America the destination for people willing to

risk their lives floating in rafts in the ocean to reach this great land. Celebrate Asian Pacific American Heritage Month.

IN RECOGNITION OF THE GREAT
EDUCATOR, HUMANITARIAN, AND
CIVIL RIGHTS ACTIVIST, DR.
KENNETH B. CLARK

HON. CHARLES B. RANGEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 3, 2005

Mr. RANGEL. Mr. Speaker, I rise today to honor an outstanding American whose tireless work helped end segregation, raised the educational expectations of generations of New Yorkers, and advanced the idea of a truly integrated society. My dear friend, Dr. Kenneth B. Clark died on May 1, 2005 and he will be missed by all who knew him. I extend my condolences to his family and I know I am joined by thousands of New Yorkers, as well as those throughout the Nation, who benefited from his work to end the injustice of legally imposed racial segregation and to create a society where all could have an equal opportunity to succeed.

Kenneth B. Clark was a brilliant scholar and teacher who influenced a generation of social scientists by his work and his example as a teacher at the City College of New York. He was also, and at heart perhaps he was even moreso, an activist who sought to bring about the social change required to attain equality of opportunity for African-Americans in our society. He inspired the vision of Dr. Martin Luther King, Jr. and those who led the great Civil Rights Movement toward a society in which people would be judged, as Dr. King put it "by the content of their character and not the color of their skin."

Dr. Clark was committed to the achievement of an integrated society in America that would remove the barriers to full participation by blacks, but would also make whites more aware of the benefits to be derived from participation by all based upon talent.

Dr. Clark had an impressive career of working for civil rights and education. His research in the 1950s established the inherent problems of segregated system and alerted the Supreme Court and the Nation to the negative effects of segregation on African-American youth. As a member of the New York State Board of Regents for twenty years, he continually advised elected officials on ways to transform and improve their school systems. He was a passionate advocate for children and did not spare those who failed them.

Dr. Clark was an exemplary American who worked to improve the life of all persons in America. I knew him as an exceptional individual and a trusted friend. The attached obituary from the New York Times (May 2, 2005) highlights the life story and accomplishments of Dr. Clark.

KENNETH CLARK, WHO HELPED END
SEGREGATION, DIES

NEW YORK, NY—Kenneth B. Clark, the psychologist and educator whose 1950 report showing the destructive effect of school segregation influenced the United States Supreme Court to hold school segregation to be unconstitutional, died yesterday at his home in Hastings-on-Hudson, N.Y. He was 90.

His death was reported by daughter, Kate C. Harris.